

WE CLAIM:

1 1. In combination with a motor-vehicle seat and a car-
2 body support, an assembly comprising:

3 an elongated upwardly open and elongated metal rail
4 fixed to the support and two confronting and inwardly concave
5 flanges forming transversely inwardly directed faces;

6 an elongated metal rail fixed to the seat, captured
7 between the flanges, and having two transversely outwardly
8 directed faces generally complementary to and bearing with
9 prestress outwardly on the inwardly directed faces; and

10 respective friction-reducing layers on the faces.

1 2. The car-seat rail assembly defined in claim 1
2 wherein each of the faces has a pair of planar portions extending
3 at an angle of less than 180° to each other and meeting at a
4 corner.

1 3. The car-seat rail assembly defined in claim 2
2 wherein the upwardly open rail has an integral and horizontal
3 floor web bridging the flanges and the upper rail has downwardly
4 extending L-shaped lips riding on the floor web.

1 4. The car-seat rail assembly defined in claim 2
2 wherein the rail fixed to the seat has a downwardly open U-
3 section central web having lower edges and respective outwardly
4 convex outer flanges projecting upward from the lower edges and
5 forming the respective faces.

1 5. The car-seat rail assembly defined in claim 2
2 wherein the rail fixed to the seat has a downwardly open U-
3 section central web having lower edges and respective C-section
4 outer flanges projecting upward from the lower edges, forming the
5 respective faces, and having rounded upper and lower lips, the
6 inwardly concave flanges being of C-section and complementary to
7 the C-section outer flanges of the rail fixed to the seat.

1 6. The car-seat rail assembly defined in claim 1
2 wherein the layers are polytetrafluoroethylene.

1 7. The car-seat rail assembly defined in claim 1
2 wherein the layers are nitriding.